THE

SOUTH-CAROLINA GAZETTE,

Containing the freshest Advices, Foreign and Domestick.

Monday, November 4*th*, 1745. [*Numb.* 606]

The Remainder of the Account of the late Engagement near Toulon, *between his Majesty's Fleet, and the Fleets of* France *and* Spain; *as presented by Vice Admiral* Lestock, *to the House of C——s, March* 12, 1744,5 *begun in our last.*

Sunday, February the 12*th.*

ABOUT half an Hour past one o'Clock, the Center of our Fleet being a breast of the Enemy's Rear, the *Spanish* Squadron, our Van near a breast with their Center, while I and my Division were left a great Way astern with little Wind, a great Swell, and all the Probability of a Calm; the Rear Admiral, instead of being far enough ahead to attack the Enemy's Van, was where the Admiral should have been: The Admiral, instead of being far enough ahead to attack the Enemy's Center, was where I should have been: And I, instead of being far enough ahead to attack the Enemy's Rear, was left a great Distance astern. In this Disposition, contrary to the Signal for the Line of Battle then abroad, Admiral *Mathews*, without hinting to me the least Information of his Design, bore down with the *Marlborough* upon the *Spanish* Admiral, and began the Engagement: The Admiral was not long engaged before he left the *Marlborough*, in the Heat of Action, against the *Real* and her second astern that lay upon her Quarter. The *Norfolk* engaged the *Real*'s second ahead of her, which Ship soon bore away out of their Line. The three headmost Ships of the *Spanish* Squadron exchanged a Broadside in passing at the headmost Ships of the Admiral's Division, but continued their Course to the Southward with the *French* Squadron, making in all 19 Ships.

The *Somerset*, *Princess*, *Dragon*, *Bedford*, *Kingston*, *Guernsey*, and *Salisbury* engaged at too great a Distance the *Poder*, a Spanish Ship, next to the *Spanish* Admiral's second ahead until the *Berwick* bore down and gave her Battle; to which Ship she afterwards struck, being dismasted.

About two o'Clock Rear Admiral *Rowley* and the *Princess Caroline* got along side of Monsr. *De Court* the *French* Admiral, and his second, and engaged them for some Time. The *Boyne* and *Chichester* also fired at the *French*, but at too great a Distance. The three other foremost Ships, the *Nassau*, *Warwick*, and *Sterling Castle*, though there was no Signal of Direction to the contrary, did not engage according to the Signal abroad, but kept their Wind, endeavouring to prevent the *French* (who had so great a Superiority as 19 against 7) from tacking and doubling upon them.

Between two and three o'Clock the *Marlborough*'s Main and Mizen Mast were shot by the Board, nevertheless she continued to make good Fires upon the Enemy, although she had no Assistance from her Neighbours in the Line, that continued laying to Windward, and firing at the Ships in the Enemy's Rear not within Gun shot.

At 4 o'Clock the *Dunkirk* and *Cambridge* being to Windward of me, I fired a Shot to Windward of them, and made the *Dunkirk*'s Signal.

At half past Four o'Clock I try'd to reach the sternmost Ship of the Enemy and fired a Broadside at her, but could not stop her from going a head; she was before my Beam. Top gallant Sails from going a head; she was before my Beam. Top gallant Sails and Fore top Sails with her Mizen top Sail a head of me, tho' there was very little Wind, with a high Southern Swell, that it was all that I could do to keep the Ports open to fire the lower Tier of Guns. As soon as I fired the Ports open to fire the lower Tier of Guns. As soon as I fired she returned it, then hoisted her Top gallant Sails, filled her Mizen top Sail and let fall her Fore Sail, and bore away from me: I kept going down after her, until I found I should only be able to fetch into her Wake. At this very Time I observ'd the *Ann Galley* Fireship with all her Sail abroad, going down upon the *Spanish* Admiral, who lay disabled with his Stern to the *Marlborough*. The Enemy, in the Rear of the *Spanish* Admiral, fired at the Fireship, excepting the two sternmost Ships, but their Shot seem'd to fall short of her.

About Five o'Clock the *Ann Galley* Fireship, without being properly assisted, appearing to be very near the *Real*; which Ship had fired 7 or 8 Guns at her, was presently set on Fire and blew up without doing Execution. A great Launch full of Men was sent from the *Real* to take her; but she blew up before the Launch boarded her.

At the same time saw Rear Admiral *Rowley* and his Division standing to the Northward towards us, with the Signal out for the Ships of his Division to bear down into his Wake; and the *French* Squadron on the other Tack so close after them, that their Heads being towards us, we could hardly distinguish them one from another.

In this Disposition, when the Fireship had miscarried, and our Van were making what Haste they could to join our Center, with the *French* Squadron close after them in good Order of Battle, Admiral *Mathews* haul'd down the Signal to engage the Enemy, and the Signal for the Line of Battle, and hoisted the White Flag at the Flag staff on the Fore top mast head, the Signal to give over Chase; upon which I haul'd down the Signal for the Line of Battle, repeated the Signal to give over Chase, and shortened Sail.

When the *French* tack'd upon our Van, they had it in their Power, by their Superiority, to destroy it; but though they ranged within Pistol Shot of Four or Five of our Ships, where they could have raked them Fore and Aft, they did not fire one Shot, but bore away to the Assistance of the *Spanish* Squadron.

At half past Five o'Clock the Admiral made the Signal for the Fleet to draw into a Line of Battle a head, which Signal I repeated. There was at this Time very little Wind, and so great a Swell, that, with the Loss of a good deal of Room, it was all that the Ships would wear: The Admiral wore and form'd the Line of Battle on the other Tack (the Starboard, the same the Rear-Admiral was upon) leaving the *Poder*, the Ship that struck, to be retook by the *French* Squadron, with the *Berwick*'s Lieutenant, and 24 of her Men: So precipitate was our Flight from the *French*, that there was no Time to save them.

The *Dorsetshire*, *Essex*, *Rupert*, and *Royal Oak* wore when the Admiral did, which consequently brought them nearer to the sternmost Ships of the *Spanish* Squadron, that, by this Time, had got up close in a Line with the Admiral: And in passing by, being on the contrary Tack, they fired, as did Admiral *Mathews*, the *Dorsetshire*, *Essex*, *Rupert*, *Royal Oak*, *Dunkirk*, and *Cambridge*, upon this Occasion; which Firing was the last of the Action; and soon ceased: Our Fleet pass'd on, leaving the Confederate Fleet.

At 8 o'Clock at Night, the Lieutenant of the *Rupert* came on board of me from the Admiral, to acquaint me that he had shifted his Flag on board of that Ship, and that it was his Directions for me to keep near to him all Night.

Little Wind all Night, variable, and sometimes calm.

At Day break saw the Enemy in the *S W* Quarter, little Wind, about *N E* and one of our Ships (which proved to be the *Somerset*) distant Three or Four Miles, exchanging Guns Shot with one of the Enemy's Ships which was separated from their Fleet.

I received a Letter from Admiral *Mathews*, directing me, when

1073

when he made the Signal for the Line of Battle a head of each other, to lead with my Diviſion, let it be with the Starboard or Larboard Tacks on board —

At the ſame Time ſent my Compliments to the Admiral by Capt. *Long*, with my Opinion that we ſhould do nothing, unleſs we engaged the Enemy in a proper Diſpoſition of Battle.

At Nine o'Clock I made the Signal for my Diviſion to give Chace to the S.W. and crouded Sail a head.

At Eleven o'Clock the Admiral made the Signal for the Fleet to draw into a Line of Battle one Ship a-breaſt of another, which I repeated

Monday, Feb. 13] At Two o'Clock in the Afternoon the Admiral brought to on the Staboard Tack; and at 3 o'Clock he made the Signal for me to make ſail with my Diviſion, which I repeated, and anſwered by making all the ſail I could —At half paſt Three o'Clock the Admiral made the Signal for the Rear-Admiral and his Diviſion to make more ſail, which I repeated.

All this Afternoon kept forming into a Line according to the Signal abroad, and going down upon the Enemy, who were going afore the Wind, retreating in great Diſorder —

The *Spaniſh* Squadron was ahead, and to Leward of the *French*. Four of their Ships were diſabled, among which was the *Real* the *Spaniſh* Admiral, whoſe Flag was flying without a Top maſt on End, or a Yard acroſs, in Tow of a large Ship.

At Six o'Clock our Fleet brought to with their Starboard Tacks, being perfectly well formed in a Line of Battle, the Body of the *Spaniſh* Squadron bearing off me, *S W.* by *W.* and the Rear of the *French S W* by *S.* At ſeven o'Clock the *Eſſex* ſet the *Spaniſh* diſabled Ship, that ſtruck the Day before, on Fire, and ſhe ſoon blew up

The *Burford* join'd us from *England* and fell into her Station in the Line of Battle —At Two o'Clock at Night loſt Sight of the Enemy, Little Wind *N N E* fine Moon Light Night.

At half paſt 2 o'Clock the Admiral fired Ten Guns, the Signal for the Fleet to make ſail, which Signal I repeated and made ſail, and continued my Courſe to the Weſtward with a freſh Gale.

At Day break I made the Signal for ſeeing above Twenty ſail of the Enemy, then bearing about *W S W* of me.

At 7 o'Clock the Admiral hoiſted a Flag ſtriped red and white on the Flag ſtaff at the Foretop maſt head, and fired a gun; which Signal by the fighting Inſtructions, is for the Vice Admiral and his Diviſion to draw into a Line of Battle a head of one another; but by the Fourteenth Article of the ſailing Inſtructions, it is for the Vice Admiral to ſend Ships to chace. Upon ſeeing the Signal made by the Admiral I repeated it, and with my Diviſion in the Line of Battle one Ship a-head of another gave Chace, gaining on the Enemy, and making their Ships more plain, being able to ſee them from the Deck, and the *Real* in Tow.

At Eight o'Clock, the Admiral made the Signal for the Ships to Windward to bear down into his Wake

At Nine o'Clock he made the Signal for the Fleet to give over Chace: Afterwards he made the Signal for my Captain, but ſoon haled it in again, and ſent the *Wivebelſea* to me, whoſe Capt came on board with Directions for me to give over Chace, and come into the Fleet, and keep near to the Admiral

At Ten o'Clock, the Admiral continuing the Signal abroad for the Ships to Windward to bear down into his Wake, fired another Gun —Freſh Gales; the Wind came more to the Eaſtward. Loſt Sight of the Enemy

The Account I have now given, is, to the beſt of my Knowledge, Judgment, Obſervation and Belief, a faithful and true Account of the Diſpoſition and Proceedings of his Majeſty's Fleet and of the Combined Fleets (ſo far as my Situation would allow) previous to, and after the Engagement, and if in the Delivery of it I appear too minute, I muſt beg leave to inform this Honourable Houſe, that in the Courſe of this Enquiry, many Incidents and Accidents, ſmall in themſelves (and to Gentlemen not properly well acquainted with Maritime Affairs, appearing perhaps trivial) may be attended with great, very great Conſequences, eſpecially in regard to my ſelf, whoſe Behaviour upon that Important Occaſion, muſt in ſome Meaſure be juſtified or condemned from them; and although it has been my Misfortune, nor my Fault, to have received what I muſt humbly preſume to call a ſevere and undeſerved Cenſure of my conduct in the Engagement, yet I am not without Hopes, that when this Enquiry is perfected, the Gentlemen, whoſe Authority laid the preſent Suſpenſion on me, will have Reaſon to think I did not deſerve it: And I flatter myſelf no leſs, that when all Circumſtances ſhall be laid before this Houſe relating thereto, with ſuch Evidences as in a ſhort Time I ſhall be able to produce in ſupport of them, that my Conduct ſhall appear in a Light very different from what my Enemies have placed it, and not unworthy the Truſt, the Poſt, and Duty of an Admiral. My Honour, my Experience, and long Service make an Enquiry moſt welcome to me, either here or in any other Place: It is what I have long ſollicited for, and as the Reſult of it will give Publick Satisfaction, I eagerly and earneſtly attend to it, as the only Means of having Juſtice done to myſelf, and to every other Object of it.

Extract of a Letter from a Gentleman at Louisbourg, *dated* September 4 1745

Laſt Saturday, about Noon, a Ship came in Sight from the Eaſtward as tho' ſhe was coming into the Harbour; but after drawing near, ſhe ſometimes put upon the Wind, ſometimes went before it, as uncertain what to do; but at laſt, paſt by before the Wind to the Weſtward: This occaſioned great Speculation, ſome taking her for a *French India man* others for a *French man* in general, others for an *Engliſh man*. The Wind being Eaſterly which blows directly into the Harbour, none of the Men of War got out. The next Day, Capt *Spry*, in the Commodore's Sloop, and *Richardſon* in the Sloop of *Donaldſon's*, went out in queſt of her thinking ſhe deſign'd for the Gut of *Canſo*. In the Night it rained, blew hard and was very dark, ſo that the two Sloops parted: Towards Morning, being yet very dark, *Richardſon* ſtanding to the Weſtward, had like to have run aboard of a Veſſel ſtanding to the Eaſtward; but having clear'd himſelf of her he tack'd about and followed her till it was Light, when he came up with her, took her and brought her in. She was the ſame Veſſel that went by on Saturday, and proves to be a Ship from *Carolina*, bound to *London*, which about three Weeks ago fell in with a Squadron of *French* Men of War, about 159 Leagues to the Eaſtward of the Banks of *Newfoundland*, bound from *France* to this Place, Commanded by Monſieur *Perrier*, and Monſ. *Du Frotir*, who took her and ſent her in here —The following is the Liſt of the Ships that compoſed that Squadron, viz.

Ships Names.	Number of Guns.	Men.
Mars,	66	650
Michael,	64	650
Parfaite,	46	450
Arrevaut,	46	450
Gellets,	32	280
Renommé,	32	280
Tamar,	32	280

(The *Renommie* is the ſame Ship that ran the Gantlet in the Spring.)

The Orders to the Commander that the *French* put aboard, were wrote by M. *Jean*, and ſigned by *DuFrotir*. *Delabroize* is the ſecond Captain of the ſame Veſſel—Our Ships here are vaſtly ſuperior to them, we having five 60 and one 50 Gun Ship; Small Veſſels are ſent every Way to get Intelligence of them; and there is nothing we are afraid of, but that they ſhould find out how Things ſtand here, and get away from us: Nay if there were four Times as many, and we had not a Man of War here, we would be heartily glad to ſee them, provided they determined to attempt coming into the Harbour.'—

Upon Advice of the *French* Squadron's intended Viſit, and a Complaint that his Majeſty's Ships in the Harbour wanted Men, we hear, that 5 or 600 of the Garriſon were immediately ſent on board, but ſome of the Ships being deeply loaden with Treaſure, 'tis no Wonder they were not ſo eaſily brought to ſail as heretofore. However they were anchor'd at the Harbour's Mouth, ready to put to Sea upon the firſt Advice of the Enemy's Approach 'Tis ſaid the King's Ships have near *half a Million* Sterling on board, which they have taken ſince the Reduction of the Place; but what Share the poor Gariſon are to have of this mighty Treaſure (which ſeem'd all to be intended for them, as a Reward for their ſignal Service) is not yet certainly known.

CHARLES-TOWN. November 4.

Laſt Monday arrived here a *Rhode Iſland* Privateer Sloop commanded by Capt *Higgins*.

CUSTOM HOUSE, *CHARLES-TOWN*,

Entered Inwards.

Ship Diana, Robert Prance, from Plymouth.
Ship St David, George Hutchinſon, from Glaſgow.
Brigt. Amy, John Bourmaſter, from Madeira.
Sloop Sea-Nymph, Robert Harvey, from New York.

Entred Outwards.

Ship Young Green, Thomas Chitman, for Lisbon.
Ship Prince William, Richard Pick, for London.
Snow Delight, James Lyde, for Oporto.
Schooner Dorchester, John Burchall, for Providence.
Sloop Sea Nymph, Robert Harvey, for Jamaica.
Sloop Catherine, Ignatius Fuller, for Boston.
Sloop Carolina, John Schermerhorne, for New York.

Clear'd for Departure.

Schooner Mercury, William Marsh, to Virginia.
Schooner Good Intent, Henry Harramond, and
Sloop Dragon, John Todd, to Barbados

Mr. *Timothy*,

UNDER the Misfortune which this Province lies at present by the low Price of our *Rice*, it must naturally put the Inhabitants thereof on endeavouring to find out some other Kind of Produce that will answer better. I have heard several Things mention'd, such as *Wine*, *Silk*, *Oyl*, *Indigo*, *&c.* but as the three latter seem to bid fairest for our Encouragement, it will be a great publick Benefit, if those Persons who have made Experiments or Trials about either, will oblige the Province with Accounts thereof Several Accounts of *Indigo* have been published in your Gazette at Times, and tho' they were very good, yet (according to what is now generally said about making that Commodity) they are defective, no Mention being made in any of them either of *Oyl* or *Lime-Water*, which are necessary in making it. Therefore, as our Crops are now secured, the sooner People can be made acquainted with every Thing necessary to be known, provided, and got ready, it may be a Means of having a much larger Quantity of *Indigo* made next Year than can otherwise be expected. As the *General Assembly* of this Province has not been able to meet so soon as was expected, it no doubt has prevented a full Account relating to the making of *Indigo* being made publick; therefore I hope some of the Gentlemen who have had Opportunities of seeing and knowing the whole Management relating thereto, will, from a publick Spirit, publish all they know concerning it, and that chiefly for the Sake of the People who live in the distant Settlements, whose Circumstances will not permit them to travel a great Way from Home, and who may be mis-informed or bewilder'd with different Accounts of it. It must be a great Satisfaction to every Well-Wisher of his Country, to see an happy Change in the Circumstances of the Inhabitants of this Province, which Consideration, I hope, will induce some Person of Ability to put Pen to Paper on the above-mentioned Subject, which may be a great Means of keeping many Families from impending Ruin.

If you think the above worthy of a Place in your Paper, it may be useful, and will oblige

Your most humble Servant, A.B.

EXPORTED from this Place, since the *First* Day of *November*, 1744

Rice, 59,627 Barrels. Pitch, 8,823 Barrels. Tar, 1,286 Barrels. Turpentine, 988 Barrels. Deer Skins, 657 Hogsheads. Corn and Peas, 30,566 Bushels, Beef and Pork, 2,884 Barrels.

PRICE of Goods of this Country Product.

New Rice, 17 *s.* 6 *d.* and old Rice, 12 *s.* 6 *d.* *per* 100 *wt.*	Corn, 10 *s.* 0 *d.* *per Bushel.*
Pitch, 30 *s.* 0 *d.* *per Barrel.*	Pease, 10 *s.* 0 *d.* *per Ditto.*
Tar, 25 *s.* 0 *d.* *per Barrel.*	Staves, 15 *l.* *per Thousand.*
Turpentine, 10 *s.* 0 *d.* *Ditto*	Turp. Oyl, 15 *s.* *per Gallon.*
Skins, 16 *d.* 0 *d.* *per Pound*	Rezin, 10 *s.* 0 *d.* *per* 100 *wt.*

Advertisements.

JUST IMPORTED, and to be sold cheap, Variety of *Scotch* shirting, sheeting, and check'd Linnens, Sail Cloth and Cordage, Men's knitted Thread Hose, Bed Ticken, Hamells and Hardens, Handkerchiefs, Diapers, Bohea Tea and Loaf Sugar, Threads, Felt Hatts, Coals, fine Salt, and *Oporto* Wine, *&c.*

STEAD & EVANCE.

THESE are to give Notice to all Persons, That *James Home* the Subscriber, is legally appointed by his Excellency the Governor of this Province sole Vendue Master, and having given the Security required by Law, is properly authorized to execute all Matters belonging to the said Office, and that he has deputed and appointed *William Glen* of *Charlestown* to attend for the Sale of all Goods and Effects both in Town and Country

JAMES HOME

JUST IMPORTED in the Sloop *Carolina Packet*, Capt. *Sebastebuus*, from *New York*, fine Flour, Milk and white Bread in Quarter Barrels, and Soap in Boxes, and to be sold by *Jeremiah Cobley* at his Store on the Bay.

TAKEN up on the 28th of *October*, on the *Cliffs Land*, a Canoe 3 Feet 5 Inches wide, and 18 Feet long, with a Ring Bolt in her Head and another in her Stern, mark'd on the Inside with T.I The Owner, paying reasonable Charges, may have her again of *William Fenkle*

RUN AWAY from *Jonathan Bryan*, a young Negro Fellow, named *Samson*, formerly belonging to the Estate of *James Cochran* deceas'd; he was seen in *Charlestown* on the 18th of *October* Whoever takes up the said Negro and brings him to Mr. *Peter Bonetz* in *Charlestown*, shall have 4 *l.* Reward of *Jonathan Bryan.*

TO BE SOLD on the 25th Instant, at publick Vendue, at the Plantation of Capt. *Abraham Sanders* deceas'd, at *Four Holes*, for six Months Credit, giving security if required, a choice parcel of Slaves, Cattle, Horses, Houshold Furniture, *&c* by

Margaret Sanders, Administratrix.

RUN AWAY from the Subscriber, about the 27th of *October*, an Apprentice Lad named GEORGE SALTER, aged about 17 Years, of a fair Complexion, wears his own whitish Hair, and had on when he went away a Bearskin Coat with white Metal Buttons: He is suspected to be harbour'd somewhere about *Hobaw*-Neck Whoever apprehends the said Run away, and brings him to his Master in *Charles Town*, shall have 5 *l.* current Money Reward And all Persons are forwarn'd against harbouring or entertaining him at their Peril *William Gibson*, Pilot.

A Dark bay pacing Gelding, between 12 and 13 Hands high, with a switch Tail, branded on both his shoulders with an undiscernable Mark, but that on the mounting shoulder resembles a W, and has some white saddle spots; taken up by *William Cater*, jun. at his Plantation on *Cooper-River*. The Owner may have him again, by paying the lawful Charges and applying to *Thomas Lambell*, J P.

JUST IMPORTED in the Schooner *Charles*, Capt. *Chad*, from *Madeira*, a choice parcel of WINES, and to be sold very reasonable by

NICKLESON, SHUBRICK, & Comp.

A Very good Chair and Harness to be sold reasonable. Enquire of the Printer.

ALL